

1-4. (CANCELED)

5. (NEW) A method for regulating driving stability of a vehicle as a function of a driving condition, the method comprising the steps of:

actively adjusting a rear wheel camber angle of wheels of a rear axle;

exerting a front anti-sway moment, of a front axle, and a rear anti-sway moment, at the rear axle; and

adjusting a sway moment distribution, which is feed back of a ratio of the rear anti-sway moment to the front anti-sway moment, as a function of a rear wheel camber angle of the wheels of the rear axle.

6. (NEW) The method according to claim 5, further comprising the step of increasing the ratio of the rear anti-sway moment to the front anti-sway moment when the rear wheel camber angle of the wheels of the rear axle is reduced.

7. (NEW) The method according to claim 5, further comprising the step of only actively adjusting the rear wheel camber angle of the wheels of the rear axle and passively adjusting a front wheel camber angle of the wheels of the front axle.

8. (NEW) The method according to claim 5, further comprising the step of first regulating the driving stability according to the rear wheel camber angle, and then adapting the sway moment distribution to the adjusted rear wheel camber angle.

9. (NEW) The method according to claim 5, further comprising the steps of determined driving condition according to a characteristic curve and adjusting the rear wheel camber angle and the way moment distribution according to the driving condition.

10. (NEW) A chassis arrangement for driving stability regulation of a vehicle, the chassis arrangement comprising:

actuators for adjusting a wheel camber angle of wheels of a rear axle of the vehicle;

a front active stabilizer for adjusting a front anti-sway moment of a front axle;

a rear active stabilizer for adjusting a rear anti-sway moment of the rear axle; and

a control device for adjusting a sway moment distribution, which is feed back of a ratio of the rear anti-sway moment to the front anti-sway moment, as a function of the wheel camber angle of the wheels of the rear axle.

11. (NEW) The chassis arrangement according to claim 10, wherein the control device increases the ratio of the rear anti-sway moment to the front anti-sway moment when the rear wheel camber angle of the wheels of the rear axle is reduced.

12. (NEW) The chassis arrangement according to claim 10, wherein only passive wheel camber adjustments are provided at wheel suspensions of wheels of the front axle.